



# United States Department of the Interior

NATIONAL PARK SERVICE  
GEORGE WASHINGTON MEMORIAL PARKWAY  
C/O TURKEY RUN PARK  
McLEAN, VIRGINIA 22101

IN REPLY REFER TO:

NOV 29 1983

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[Redacted]

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Chairman  
CIA Traffic Advisory Committee  
Central Intelligence Agency  
Washington, D.C. 20505

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Dear [Redacted]

Thank you for sending me the Dewberry and Davis report of November 22, 1983, for the Analysis of Projected Levels of Traffic Service Based on the Expansion of the CIA Headquarters.

I have some initial comments on the report and they are enclosed. Unfortunately, I will be out of town during the November 30, 1983, meeting.

Sincerely,

*Margaret A. Malone*  
*JFB*

John F. Byrne  
Superintendent

Enclosure

[Redacted]

OL 20785-83

Of the three possible conditions examined - two assume no capacity restraint at the I-495/GWMP interchange. How is removal of this constraint to be accomplished? The traffic study is supposed to provide input to enable "real life" improvements to be made. If I-495 is at or will be at Service Level F even with No Build then what good will improving the access ramps to I-495 accomplish?

The study suggests that the I-495/GWMP interchange ramps are faulty (see pages 8 and 12, items 1 and 2). The words used are ". . . locations where the future levels of service are not likely to be acceptable and where improvements are likely to be necessary." I submit that the real problem is high demand for I-495 which operates at or near Level F during rush hours. Since improvement to the I-495/GWMP interchange will not improve service on I-495, I do not see how this work will solve or even affect the CIA user (or other user) problems here.



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